The Hongkong Telegraph.

No. 323. WEDNESDAY, FEBRUARY 7, 1883. SIX DOLLARS PER QUARTER.

THE SEAL OF THE SUPREME COURT 19FEB83

Intimations.

LANE, CRAWFORD & CO.

PIANOS

ARE GREATLY INJURED, ESPECIALLY IN A TRYING CLIMATE LIKE THAT OF HONGKONG, by allowing them to drop out of Tune; the great Tension caused by tightening up the strings again being exceedingly trying.

A Good Instrument will probably last Twice as long in Hongkong, if kept constantly in Tune.

LANE, CRAWFORD & Co.

having a thoroughly competent Tuner from BROADWOOD & SONS, keep Pianos in Tune and REPAIR at a MODERATE CHARGE.

LANE, CRAWFORD & Co.

Hongkong, 13th January, 1883. [296

Insurances.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN.
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL..$833,333.33.
RESERVE FUND..... $70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq..... | LEE YAT LAU, Esq.
LO YEOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 8th May, 1882.....Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, ESQ., Chairman.
J. H. PINCKVOSS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premis paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1883. [83

For Sale.

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL. [434

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
SOLE AGENTS
for Louis Audemars' Watches; Awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPECTACLES.

No. 38, QUEEN'S ROAD CENTRAL. [447

Notices of Firms.

NOTICE.

I HAVE This Day PURCHASED the GOODWILL and STOCK-IN-TRADE of W. P. MOORE'S HAIR DRESSING SALOON, Hongkong Hotel. I trust to meet the same Patronage so Liberally Bestowed upon my Predecessor.

J. P. MARMANDE.

Hongkong, 25th January, 1883.

IN reference to the above the Undersigned having desposed of his BUSINESS, takes this opportunity of returning his sincere thanks for the Liberal support he has received during the time he has been in Business.

W. P. MOORE.

Hongkong, 25th January, 1883. [92

NOTICE.

THE BUSINESS of GENERAL PRINTERS and BOOKBINDERS hitherto conducted by the Undersigned will henceforth be carried on under the style or firm of

GUEDES & Co.

Mr. F. D. GUEDES being the only PARTNER in the FIRM.

DE SOUZA & Co.

Hongkong, 31st January, 1883. [105

To be Let.

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
No. 25A, PRAYA CENTRAL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 17th January, 1883. [7

TO LET.

A TWO STOREY HOUSE (6 ROOMS) in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.

For Particulars apply to

D. NOWROJEE,
Hongkong Hotel.

Hongkong, 27th November, 1882. [18

TO LET,
WITH IMMEDIATE POSSESSION.

FOUR LARGE ROOMS in Blue Buildings, Wanchai, (opposite the Long Pier) lately occupied by Mr. H. JOYCE.

Apply to

H. H.,
Care of Messrs. SAYLE & Co.

Hongkong, 29th January, 1883. [103

Intimations.

THE HONGKONG HOTEL.

THE DIRECTORS OF THE HONGKONG HOTEL COMPANY, LIMITED, ARE NOW PREPARED TO RECEIVE OFFERS FROM SUITABLE PERSONS FOR A FIVE OR TEN YEARS LEASE OF THE HONGKONG HOTEL, AND FURNITURE COMPLETE.

This well known HOTEL is situated in the Queen's Road, Hongkong, within a few yards of the principal landing place in the Colony.

It is a large and commodious building, replete with every modern improvement and convenience. It contains an ELEGANT AND SPACIOUS BAR, A LARGE BILLIARD ROOM, READING ROOM, A DINING HALL to accommodate 170 Persons, FIFTY TWO BED ROOMS, TWO CAPITAL BOWLING ALLEYS, together with all the other necessaries of a well appointed Hotel.

It is the only First Class Hotel in the Colony, and is always patronised by a number of permanent boarders, consisting principally of Government Officials, Military and Naval Officers and their Families, &c.

It is at present under a Lease to Messrs. DORABJEE and HING-KEE, which lease expires on the 15th October, 1883.

Applications to be addressed:—

THE CHAIRMAN,
THE HONGKONG HOTEL CO., LIMITED.
HONGKONG.

Hongkong, 2nd January, 1883. [34

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.
7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY
IS GUARANTEED.

Consumers are Invited to try those carefully Manufactured

SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be addressed to The Factory,

7, BEACONSFIELD ARCADE.

Hongkong, 11th April, 1882. [225

GUEDES & CO.

PRINTERS, STATIONERS, AND BOOKBINDERS,
D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH ON VERY MODERATE TERMS.

SELECTED MATERIALS FOR MARKET REPORTS.

Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed.

Hongkong, 23rd August, 1882. [4

Intimations.

W. BREWER.

PUBLIC CIRCULATING LIBRARY.

HAVING long felt the need of a PUBLIC CIRCULATING LIBRARY in Hongkong, I have determined, should a sufficient number Volunteer to Subscribe to it, to form a Library on the same basis as Circulating Libraries are formed in England, and from my Experience in such matters in England, I feel certain that I can form and conduct a Library satisfactorily to all. My Experience in the East Teaches me that the principal demand would be for LIGHT LITERATURE, and the Ordinary 3-Volume English Novels would therefore preponderate, at the same time Works of any interest on Science, Biography and Travel would find their place on the Library Shelves.

THE SUBSCRIPTION WOULD BE $15 PER ANNUM FOR A SINGLE SET OF BOOKS.

Willing Subscribers will kindly send in their Names as early as possible in order that some estimate might be formed of the probable success of the Scheme.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 25th January, 1883. [703

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

ARE SHOWING.

WITH A VIEW TO REDUCING OUR STOCK TO MAKE ROOM FOR NEW GOODS WE ARE OFFERING FOR ONE WEEK ONLY.

FANCY CHECKED DRESS MATERIALS	@	15c.	PER YARD	USUAL PRICE	25c.
INVISIBLE CHECKED	Do.	@	15c.	do.	25c.
POMPADOUR DELAINES	Do.	@	20c.	do.	65c.
ROUGH & READY SERGES	Do.	@	20c.	do.	30c.
CHECKED MOHAIRS	Do.	@	30c.	do.	45c.
TERRA COTTA & OTHER STRIPED SATINETTES		@	50c.	do.	75c.
FANCY VELVETEENS		@	35c.	do.	50c.
ALSO					
LADIES SHOES		@	$1.25	PER PAIR	$2.50.
LADIES SHOES		@	$1.50	do.	$2.50.
LADIES SHOES		@	$1.75	do.	$2.82.

N.B.—JUST OPENED A CASE OF ATKINSON'S SCENTS.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 6th February, 1883. [659

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

NOW SHOWING EX LATE ARRIVALS THE FOLLOWING NEW ARTICLES:—

Electric Repeater Call Bells. Parisian Coffee Making Machines of New Style. Morrocco, Russia Leather and Polished Steel Cigarette Cases. Parisian Vases of Majolica and Fine China Ware in elegant designs. Olive, Walnut and Ebony Wood Photo Frames of Assorted designs. Small Fire Proof Cash Boxes in Shape of a Safe with Secret Lock Arrangement. Unframed Oleographs and Chromo Lithographs of Assorted designs and Sceneries. Ladies' and Gentlemens' Card Cases of Morocco and Russia Leather with small Ivory Memo Slate. Fancy Embossed Initial Note Paper and Envelopes, any initial can be had. Fancy Japanesque Stationery for Wedding and other Invitations. Endorsement Boxes and Endorsing Blue, Black and Red Inks. Ladies' and Gentlemens' Silk Umbrellas, Masks and Dominoes. Clothes, Tooth and Hair Brushes in Assorted Patterns. Ebony Handle Sliding Aluminium Gold Penholders. Hendries', Gosnell's, &c., Perfumery, Soap, &c. Havana Cigars of Assorted Brands.

Il Flor del Mondo Cigarettes, Kaisar-i-Hind Cigarettes, Duchess Cigarettes, Empress Cigarettes, Princess Cigarettes. All made of pure and choicest Turkish Tobacco.

BINOCULARS AND OPERA GLASSES OF BEST MAKE.

S. MEYERS,
MANAGER.

Hongkong, 24th January, 1883. [28

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

HAVE JUST RECEIVED A CHOICE VARIETY OF FRENCH AND ENGLISH TWEEDS FOR GENTLEMENS' SUITINGS

COMPRISING:—

CASHMERE AND ANGOLA NOVELTIES

ALL OF WHICH ARE SHRUNK READY FOR MAKING UP.

GENTLEMENS' FELT HATS (Christie's) the latest shapes.
WHITE AND COLOURED SHIRTS.
LINEN COLLARS AND FANCY SCARVES.
GENTLEMENS' HOSE in great variety.
UNDERSHIRTS in Balbriggan, Merino, Cashmere and Lambswool.
GENTLEMENS' KID GLOVES 2 BUTTONS.
UMBRELLAS AND WALKING STICKS.

LADIES' DEPARTMENT.

DRESS GOODS IN CASHMERE, FANCY WOOL AND OTHER TEXTURES.
BROCADED GAUZES AND GRENADINES.
CASHMERE EMBROIDERED COSTUMES.
BRAIDED JACKETS, CLOTH MANTLES.
RICH BROCADED SILKS.
RICH BLACK SILKS.
COLOURED BROCADED SILKS AND MOIRE'S.
LACES, RIBBONS, FLOWERS, FEATHERS, SASHES, LACE FISHUS, COLLARS, &c.
LADIES' KID GLOVES 2, 4, 6, 8, AND 12 BUTTONS.
FANCY JET GOODS in endless variety.
LADIES' AND GENTS' CAMBRIC HANDKERCHIEFS.
LADIES' AND CHILDRENS' UNDERCLOTHING.
HOSIERY AND CORSETS.
HABERDASHERY, UMBRELLAS, AND SUNSHADES.
&c., &c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH PAYMENT.

ROSE & CO.,
31 & 33, QUEEN'S ROAD—HONGKONG.

Hongkong, 2nd February, 1883. [379

For Sale.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS..... $22 per Case.
PINTS..... $23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. [8

TO SPORTSMEN.

FOR SALE AT LESS THAN COST.

OWING TO OWNER LEAVING THE COLONY.

2 Silk-lined RACING SADDLES
RACING WHIPS with Silver Mounts.

The above, which are ALL NEW, may be seen at the "HONGKONG TELEGRAPH" OFFICE and will be Sold a BARGAIN.

Hongkong, 2nd November, 1882. [12

For Sale.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [458

SANG LOONG,
No. 9, LYNDHURST TERRACE.

BEGS to announce to the Ladies and Gentlemen of Hongkong that he has FOR SALE at Moderate Prices—LADIES and GENTLEMENS' BOOTS and SHOES, LAWN-TENNIS SHOES, HOSIERY, SHIRTS, CLOTHS, &c.

ALSO

A Variety of CHILDRENS' HOSIERY, &c.

Hongkong, 20th January, 1883. [76

Amusements.

ROYAL ITALIAN OPERA.

THEATRE ROYAL,
CITY HALL, HONGKONG.

SPECIAL PERFORMANCE
TO-MORROW EVENING,
THE 8TH INSTANT,
FOR THE BENEFIT OF
SIGNORA LUBICCI
PRIMA DONNA ASSOLUTA.
When will be produced
VERDI'S CELEBRATED OPERA
"LA TRAVIATA."

Between the Acts Signora LUBICCI will sing G. A. OSBORNE'S beautiful English ballad "Who's at my Window."

Seats may be booked at Messrs. KELLY & WALSH'S, where a Plan of the Theatre is now on view.

Hongkong, 5th February, 1883. [119

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

ON THURSDAY the 8th instant (CHINESE NEW YEAR'S DAY) there will be NO STEAMER to or from Macao, and NO NIGHT-BOAT to Canton.

Between SATURDAY and MONDAY NEXT First-class Fare to MACAO and BACK will be $3, Second-class $1.50.

By Order,

P. A. DA COSTA,
Secretary.

Hongkong, 6th February, 1883. [124

LOST.

AT the RACECOURSE on SATURDAY, January 27th a RACE GLASS. The Finder will be Rewarded on RETURNING the same to

W. M.,
Care of *Hongkong Telegraph* Office.

Hongkong, 5th February, 1883. [121

THE LONDON AND SINGAPORE ANTI-FOULING PAINT COMPANY, LIMITED.

(DENNYS' PATENTS.)

INCORPORATED UNDER THE COMPANIES ACTS' 1862 TO 1880, THE LIABILITY OF SHAREHOLDERS BEING LIMITED TO THE AMOUNT OF THEIR SHARES.

APPLICATIONS for SHARES in the above Company will be received by the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong up to the 15th February instant, inclusive, and by their AGENTS at Shanghai, Amoy, Foochow, Hankow, Ningpo, Swatow, Tientsin, Yokohama, Nagasaki, Hiogo, Saigon, Haiphong, Hanoi, and Manila up to the 22nd February, inclusive.

For full information respecting the prospectus, Shares, &c. of the above Company, apply to

DENNYS & MOSSOP,
18, Bank Buildings, Queen's Road,
Solicitors and Agents in Hongkong.

Hongkong, 3rd February, 1883. [116

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, 45, Queen's Road, Victoria, at FOUR O'CLOCK in the AFTERNOON of TUESDAY, the 20th February, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1882.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 20th inst., both days inclusive.

By Order,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st February, 1883. [107

WANTED.

BY THE ADVERTISER A SITUATION AS OFFICE ASSISTANT OR STORE-KEEPER.

Address:—

M. E. G.
Care of *Hongkong Telegraph*.

Hongkong, 13th December, 1882. [19

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central.

Hongkong, 25th January, 1883. [93

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

T. MALLORY,
Proprietor.

Hongkong, 24th June, 1881. [459

Shipping.

STEAMERS.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

THE Fine New 100 A1 Steamship

"STAMBOUL,"

Martino, Commander, will sail on or about THURSDAY, the 8th inst., for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, SUEZ, and PORT SAID; and with leave to call at PENANG and TUTICORIN.

In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to the LEVANT, CONSTANTINOPLE, DANUBE, MALTA, EGYPT, CORSICA, ITALY, and the LANGUEDOC, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris giving special facilities to Shippers.

The Steamers are Specially Fitted for Passengers.

FIRST-CLASS FARE TO MARSEILLES..... $300.
SECOND-CLASS FARE TO MARSEILLES... $240.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 2nd February, 1883. [114

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"NELSON,"

Captain Thom, will be despatched as above, on WEDNESDAY, the 21st instant, at NOON.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.

Hongkong, 3rd February, 1883. [117

SAILING VESSELS.

FOR SAN FRANCISCO.

THE American Barquentine

"JOHN SMITH,"

Kustel, Master will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 6th February, 1883. [123

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Bark

"JAMES G. PENDLETON,"

Colcord, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 23rd January, 1883. [84

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"HERBERT BLACK,"

Treat, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 1st February, 1883. [109

FOR NEW YORK.

THE American Barque

"CONQUEST,"

Cairns, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 6th January, 1883. [50

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"JAPAN,"

Captain F. F. Flack, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 6th inst., will be landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 10th instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 1st February, 1883. [110

Intimations.

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUILAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663

NOTICE.

THE GOLDEN SCISSOR,
No. 13, POTTINGER STREET.

A. M. ROBIN
(LATE OF T. M. LAWSON'S, CALCUTTA)

TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.

N.B.—Note the address.

THE GOLDEN SCISSOR,
No. 13, Pottinger Street.

Hongkong, 8th December, 1882. [797

Intimations.

A. S. WATSON & CO.

INVITE INSPECTION OF A WELL SELECTED STOCK OF

FANCY CHRISTMAS GOODS,

COMPRISING :—

CHRISTMAS AND NEW YEAR CARDS IN GREAT VARIETY.

SWEETS AND CONFECTIONERY.

FANCY SATIN COVERED BOXES

CUT GLASS TOILET BOTTLES.

CHRISTMAS CARD ALBUMS.

IVORY BACK HAIR BRUSHES.

SCIENTIFIC TOYS.

ATKINSON'S, HENDRIE'S, AND LUBIN'S PERFUMES.

&c., &c., &c.

A. S. WATSON & Co.,

CHEMISTS, DRUGGISTS.

AND

PERFUMERS.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841. [3

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 7, 1883.

SORRY, indeed, even when death does not come to put an end to his existence, is, says the *Globe*, the lot of the convict who has succeeded in escaping from the mines of Eastern Siberia. Without resources of any kind, he must beg or rob his way back to Russia. The alternative of seeking employment is one which often has disastrous consequences. The convict of the lowest type regards the Siberian colonist as an inferior, and has a saying which describes him as "blind for three days after birth." But the colonist has his revenge. He works the supercilious convict-like-a-beast-of-burden, and gives him as little rest and as little food as possible. When wages are demanded, the colonist has an original way of satisfying his laborer. The money is paid without demur, but, before the convict can get clear, he falls dead, killed by a bullet from the gun of his cruel employer. This method of payment is sometimes carried out on a large scale. It is adopted in the case of vagabond laborers who, having finished their Autumn work in the fields, return to the neighboring village to be paid off. The wages are forthcoming, and the laborers allowed to depart with their hardly earned money. But they have no sooner gone than the peasant farmer assembles his neighbors, and having provided them with horses and firearms, the whole party sallies forth in pursuit of the vagabonds. The retiring laborers are speedily overtaken; most are killed on the spot, all are robbed, the recovered money being divided between the farmer and his confederates. The only respect shown for authority is the prevalent habit, where robbery has been the motive of slaughter, of concealing the dead. The murdered convicts are usually cut up and mutilated, and the remains buried in out-of-the-way places. This hunting of the "hunchbacks," as the escaped convicts are often called in derision, has gone on for years, entering so deeply into the habits of the people that it has escaped the attention of few travellers through Eastern Siberia. "Where are the men?" was asked of a woman left in charge of a small village adjoining the highway. "Gone after the hunchbacks," was the reply. Such is the prevailing demoralization in this respect that boys have been heard to ask their fathers to kill vagabonds in order that they may see "how the fellow will roll on his hump." In some of the Governments it is certain death for a convict escaped or still under supervision to be caught returning from the mine. Occasionally the soldiers imitate the colonists in their exploitation of the vagabond. The Cossack, as well as the ordinary colonist, covets cheap labor, and is in the habit of rewarding with an ounce or two of lead the convict who declines to pass from one condition of bond slavery to another.

During the colonization of the Transbaikal region, the hunting of vagabonds was one of the common diversions of the newly-arrived settlers. From Tomsk to Chiti there is a locality that has rendered itself notorious for the pursuit, on a large scale, of escaped convicts. In the Tomsk Government itself whole villages are described as living solely by the robbery of vagabonds. The river Karasan has been so filled with the bodies of murdered convicts as to become putrid. Near Fingul, open woods are known as a favorite ground for the slaughter. The whole of the district is full of the memories and traditions of Siberian man-hunting. Heroes of the sport are still alive. Bitkoy, Romanoy and Zavorata were each expert in different ways. Romanoy, for instance, gained celebrity in the village of Fingul, where he was in the habit of lying in ambush close to the highway and shooting down every vagabond who passed. In the Autumn evenings Bitkoy used to pick off stragglers along the banks of the river Augar. During subsequent sport along the Biryus there were individual Siberians who boasted that they had brought down as many as sixty, and in one case ninety, vagabonds. Only upon one of these hunters of men do the vagabonds seem to have taken vengeance. They selected one Paramonich, who had been all his life engaged in killing convicts. The vagabonds assembled together, seized him, and brought his career to a close by plunging him alive into a cauldron of incandescent metal.

TELEGRAMS.

LONDON, February 6th.

FRANCE.

In Committee the French Senate voted with a very large majority against the expulsion of pretenders.

Prince Napoleon has been committed for trial.

LOCAL AND GENERAL.

TO-MORROW being Chinese New Year there will be no publication of the *Hongkong Telegraph*.

IT is stated that the sale of the first number of *Longman's Magazine* reached 100,000 copies.

A RECENT investigation of eighteen New York city theatres shows that but two are absolutely safe from fire.

WE are informed by the Agent of the O. & O. S.S. Co., that the Company's steamship *Arabic*, from San Francisco, has arrived at Yokohama and will sail for this port to-morrow.

FOREIGN missionaries, according to an American contemporary, have given testimony in favor of quinine as an effective agent in the conversion of the heathen. Bibles are sadly at a discount.

THE Shanghai *Courier* believes that the Electric Company have succeeded in inducing the Municipal Council to give their support to the scheme for lighting the Bund, Nanking Road, and Broadway with the electric light.

ACCORDING to the Shanghai *Mercury*, the Taotai has kindly offered to send a dozen Mandarins into the Settlements to inspect all the houses regularly to see if there are any Tientsin rowdies in them. Our contemporary characterises this generous offer as "a keen scent after a squeeze."

A MEETING will be held this evening at 6 o'clock, at the Hongkong Club, for the purpose of making the necessary arrangements for carrying out the annual Civilian Athletic Sports. We understand that various important alterations in the usual programme will be proposed. All gentlemen interested in athletics are urgently invited to attend.

WE beg to acknowledge receipt from the Acting Colonial Secretary of a copy of the Tide-Tables for the port of Hongkong for 1883 and January 1884. The little work is published by authority of the Hongkong Government by E. Roberts, F.R.A.S., F.S.S., of the Nautical Almanac Office, London, and is based on observations collected by Osbert Chadwick, Esq., C.E.

NOBODY was more bitterly witty than Lord Ellenborough. A young lawyer, trembling with fear, rose to make his first speech, and began: "My Lord, my unfortunate client—my Lord—" my Lord—my unfortunate client—my Lord—" "Go on sir, go on," said Lord Ellenborough; "as far as you have proceeded hitherto, the Court is entirely with you."—*Notes and Queries*.

THE following charters were effected in Amoy during the fortnight ended Feb. 3rd:—*Pelham*, 9,000 piculs, Takao to Melbourne, private terms; *Flodden*, 9,000 piculs, Takao to Melbourne, private terms; *Magenta*, 8,000 piculs, Taiwanfoo, Chefoo and Amoy, 32 lay days, $1,850; *Anna*, 8,000 piculs, Taiwanfoo, Chefoo and Amoy, 32 lay days, $1,850; *Juno*, 6,000 piculs, Taiwanfoo, Chefoo and Amoy, 30 lay days, $1,300; *Henrik Ibsen*, 7,000 piculs, Taiwanfoo, Tientsin, Newchwang and Amoy, 34 lay days, $3,200; *Louise*, 7,500 peculs, two to five months, at $730 per month; *Francisca*, 9,000 piculs, Takao to Sydney £2 per ton.

ALTHOUGH we have received no official notice, we understand that owing to the Chinese New Year, the operatic performance announced to-morrow night for the benefit of Signora Lubicci has been postponed.

ACCORDING to the *Mainichi Shimbun*, 1,000 rifles and a number of large cannon have been given to Corea by the Emperor of China, and the Corean government recently borrowed a sum of 300,000 taels from China. The sum, however, a rumour says, was not borrowed for the payment of the indemnity to Japan, but for some other purpose.

IN reply to the congratulations of the Cardinals, the Pope, alluding to the Martinucci case, said: "A fresh attack upon the independence and sovereignty of the Papacy has recently been made. The consideration which formerly was shown for the Holy See, and which was dictated by political prudence and reasons of state, has now been put aside." His Holiness added that despite everything, he would continue to defend the rights and interests of the Church.

HONGKONG does not stand alone for its eccentric "gentlemen of the jury." In the Saratoga county court recently the counsel for a prisoner charged with robbery tried to prove an alibi. District Attorney Van Rensselaer procured a copy of "Pickwick Papers" and read to the jury the interview between Sam Weller and his father, in which the old man informs his son "there is nothing like an allybi." Dickens' sketch had more effect on the jury than a dozen chapters of the Penal Code would have had, and they quickly found the prisoner guilty.

SAYS a recent issue of the San Francisco *Chronicle*:—A few days since a dispatch was published from Norfolk stating that a quantity of Chinese goods seized by the revenue officers on board of the U. S. S. *Swatara* had been released on the payment of the duties and the costs of the seizure. This is a gross outrage. The goods should have been confiscated, and every officer implicated in the attempted smuggling should have been dismissed in disgrace from the United States service. The action of the Government is equivalent to offering a premium to rascality. No such inducement need be held out to this branch of the service.

THE day before yesterday, says the Amoy *Gazette* of the 31st ulto., it again became our painful duty to chronicle one of those startling and inhuman murders which from time to time horrify and perplex the foreign dweller on Kulangsoo. The lamentable calamity gave rise, as we credibly believe, to an interesting point of international decorum. To the dismay of the Chinese Authorities it appeared that since the withdrawal of the Japanese Consular Body from this Port, the temporary disposal of the murderer devolved upon their already surfeited shoulders. From this embarrassing responsibility they have now, as our readers will have noticed in our issue of yesterday, been relieved by the recent suicide of the unhappy perpetrator of the mournful tragedy.

AN Englishman, in the New York *Tribune*, says of the late Lord Beaconsfield: "'Dizzy' knew very few things accurately, well as he knew men and women. Consequently he called the place in Buckinghamshire 'Beaconsfield' as written and as if derived, as some congenital idiot once wrote, from the field in which a beacon was set up. The old spelling 'Beckonsfield' gives the accurate and accepted pronounciation, and is derived by good Anglo-Saxon scholars from the beech trees which abound in that particular spot. Beaconsfield or Beckensfield, as anciently written and as preserved in local pronounciation to this day, points distinctly to the 'beeches,' not the 'beacon.' These observations may appear rough on the late peer, but he was a very Gallio who cared for none of these things. Moreover, I know a man whose name is written Dalziel, and who pronounces it as spelt instead of Deeyell."

IN a trial in Germany recently a curious document was produced, which was called forth by the marriage of Count de Sulz, a Roman Catholic, to Agatha, Countess of Hanau, a Protestant, in the year 1,605. At the wedding the bridegroom solemnly swore to respect his future wife's religious views, and signed, sealed, and delivered a deed to that effect. It was couched in the following terms: "I, Rudolph, Count of Sulz, hereby promise on my honor as a nobleman—or may the devil take me—that I will allow my future wife to remain in her religion, nor will I offer her any inducement in the slightest to abandon it. I have at home two bibles; if that is not enough for her, I will get her two more. Let her read in them bravely and industriously. Moreover, it is her body, not her soul I take. I shall remain in my religion, in which I have been brought up from my youth. I know that I am on the right road; if she won't go to heaven, let her go to hell. Signed, Rudolph, Count of Sulz."

A VERY good story, and what is more, an authenticated one, is told of the wife of a well-known and respected Nottingham manufacturer who, being with her husband in Paris, and occupied with the collossal shopping which such visits seem inevitably to entail, fell in love with a lace fichu of exquisite fineness and delicacy, which was offered to her for the moderate sum of 240 francs. She would instantly have purchased it had she not been deterred by various mysterious signs of dissuasion from her husband, which surprised her not a little, as she knew him to be a judge of good lace, and wondered therefore at his lack of appreciation of this beautiful specimen. The moment they left the shop her disappointment broke forth:—"John, why did you keep me from buying that lovely thing? And only £10! I am sure you could not think that dear. Why did you not let me have it?" "You are quite right, my dear," was the reply of the unmoved John. "We consider that a very superior article, and the reason I did not want you to buy it is because it came from one of my own frames, and I can let you have as many of the same kind as you like for 15s. apiece!"

H. M. S., *Wivern*, whilst on her way down from Canton on Monday evening, ran aground on a mud bank near the mouth of the Fatshan Creek, where she now lies stuck fast. The *Hankow* went down last night and attempted to tow her off, but failed in the attempt, owing to the low tide. The *Hankow* got alongside shortly after one o'clock, and worked hard to move the *Wivern* from the bank on which she is lying until half past two, when she was compelled to desist, having failed to move the war vessel from her place. Another attempt will be made to-morrow, which it is confidently expected will prove successful. It would appear the *Wivern* has had a very narrow escape, as some dangerous rocks are in close proximity to where she went aground.

A CRICKET match will be played to-morrow, commencing at 10.30 a.m. between the Hongkong C. C. and Officers of the Army and Navy. The following will be the teams:—

HONGKONG C. C.	ARMY AND NAVY.
W. HYNES.	R. S. HEDLEY, R.E.
A. K. TRAVERS.	V. BUNBURY, The Buffs.
H. F. WHYTE.	G. G. H. D'AETH, "
C. S. BARFF.	G. V. DAUGLISH, "
G. S. COXON.	G. A. PORTER. "
E. N. BIRCH.	R. C. HODDER, R.N.
W. H. DOBSON.	C. G. DORMER, R.N.
T. E. DAVIES.	A. WILSON, R.N.
W. DE ST. CROIX.	Capt. F. A. NEWINGTON, R.M.L.I.
DOUGLAS JONES.	H. G. RICE, D.A.C.G.
F. B. AUBERT.	F. S. C. HARE, D.A.C.G.

If the match is not concluded to-morrow, play will be resumed on Friday at 2 p.m. During the afternoon, by kind permission of Colonel Hobson and the Officers of the Buffs, the band of the regiment will play a choice selection of music on the cricket ground.

AN old Italian with a coat that was too big for him, a fur hat pulled down over his ears, and a long brierwood pipe with a huge bowl protruding from his mouth, was walking down the east side of Crosby Street New York. At the corner of Bleecker Street stood a ruddy-faced Scotchman looking after the Italian with angry eyes. What excited his ire was a large leather bag with gayly decorated pipes that the Italian carried. "That ever I should have lived to see the bagpipe so degraded," said the Scotchman. "Those Italians are invading every branch of industry. They have a monopoly in the boot-black business. They drive out Irishmen even from the Street Cleaning Labor Bureau, they sell all the fruit, they have all the chestnuts, and nearly every peanut stand is run by an Italian, and now they've got the pipes. It's enough to make a man boil over."

THE Hungarian uprising for independence in 1848, says a contemporary, resulted in much good for that dependency of the Hapsburgs. Kossuth, although defeated, did not rebel in vain. Almost all that he fought for has since been yielded by the Vienna Government. Reforms have been granted to the Magyars, who are no longer restless under a grinding despotism, but who, with their local Parliament, have something in the semblance of freedom. Eminent Hungarians have been called to high places in the Austrian Cabinet, and even to leadership. They have been trusted by the Emperor, and have not been ungrateful for distinguished favors received. Count Julius Andrassy is one of these. He has been loaded with honors and covered with decorations. A month or two ago his house was entered by burglars, and the numerous Imperial and royal decorations that had been bestowed upon him were carried off. The loss was certainly annoying, if not serious. At a recent dinner given by the Emperor, to which the ex-Minister had been invited, a number of Andrassy's friends, more in jest than in earnest, condoled with him at the disappearance of all his chivalric insignia in a single night. Andrassy, without perceiving what might have been half raillery, replied that few people could realize how many petty, but keenly vexatious troubles were inflicted by such a robbery on a victim. At this moment the Emperor joined the group, and having overheard the remark, laughingly said:—"I can very well imagine how desperate the Count must have felt when he was informed of what had taken place. Moreover, I know what was the real cause of his despair. But I shall not reveal it unless I have his promise not to take my disclosure in evil part." The Count declared that he could not but learn with respectful gratitude whatsoever his Majesty might have been pleased to discover; whereupon the Emperor continued; "What really drove the Count beside himself when he was apprised of the robbery was his inner consciousness that he did not know in the least what orders, or how many, he was the possessor of, and therefore could not venture to make the declaration required by the police in such cases, specifically describing the property stolen from him." And then, turning to Andrassy, playfully asked him—"am I not in the right?" "You are, indeed," replied the Count, with a profound bow that Signor Del Puente might envy; "in this case my chief annoyance has resulted from an embarrassment of riches."

BURNING OF THE STEAMER "CARISBROOKE."

A Marine Court of Inquiry, under the presidency of Captain Thomsett, R.N., Harbour Master, Lieut. Commander Balliston, R.N., Captain McCaslin of the S. S. *Pingon*, Captain Flack of the S. S. *Japan*, and Captain D. Scott of the S. S. *Lennox* sitting as Assessors, was opened at the Harbour Office this morning, to enquire into the circumstances attending the burning and scuttling of the *Carisbrooke*, official No. 65,463 of Singapore, M. G. Scott, Master, on the morning of the 27th ulto., in this harbour.

Captain Scott, master of the *Carisbrooke*, deposed that he arrived in port on the 26th January with a general cargo from Swatow and Amoy, and 540 Chinese passengers for the Straits Settlements. The crew consisted of a European first and second mate, both certificated, three engineers, the first and second certificated, and the third not, 18 Malays, deck crew, and 18 Chinese firemen. About half-past twelve, he thought, on the morning of the 27th, he was sleeping in his cabin, when he was called by the supercargo's boy, who told him there was a great deal of smoke below. He at once turned out and ordered the boy to call the serang. He also hailed the chief officer from his cabin door being answered at once. He directed the chief officer to get all hands on deck, and to have the pumps and deck buckets got ready. Lane and Crawford's water boat was on the starboard side of the steamer. He observed smoke coming up the skylight leading from the lower to the upper cabin. The pumps were rigged in 10 minutes from the time he was first called. They broke the deck dead lights over the store room, and could see the fire below in the store room, which adjoins the steward's and boy's berth and the pantry, with which it has communication. There was only one boy there at the time, and he would be sleeping in the berth. One of the crew, a Malay, was on shore that night, but he did not think any of the firemen were, though he was not sure. He ran a hose from the deck pump down the dead light on one side, and another from Lane & Crawford's water-boat on the starboard side, and went on pumping. The crew manned the pumps and passed water over the side. While this was being done, he sent up a rocket, and the chief officer burnt several blue lights. It was a minute or two before the rocket would go off, and during that time he was hailing the steamer *Thales* and the Police boat. They fired shots from three rifles, but did not fire their signal gun, which was on the forecastle. Within 10 minutes of firing the rocket and burning the blue-lights, a police boat, in charge, he thought, of constable Euenson, came alongside. He told the constable he had 540 passengers on board, whom he wanted to get off, and that he (the constable) had better go and get boats to take them off, and also get water-boats or a fire engine. They had no steam on their donkey engines, the fires having been stopped at five o'clock the evening before. They had no other means of extinguishing the fire than their own deck pumps and the hose from the water boat. The Chief engineer lit the fire of the donkey engine, but was unable to get steam up, owing to there being such an amount of smoke in the stoke-hole, rendering it impossible for him to remain below. Witness then told all the passengers to remain on the fore part of the upper deck, and they all came up. A large number of them had previously been abaft, but they were all coming forward. A few minutes afterwards, the flames burst out of the cabin skylight which lights the lower saloon. Until then the passengers had not observed the fire. He told them to call for sampans and boats and get ashore themselves. Several sampans came alongside at the time, on seeing the flames, and some large junks were also brought alongside. About 200 passengers got on board Lane and Crawford's water-boat the master of which came and told him that they (the passengers) would sink her, and as pumping was prevented from the water-boat, he told the master to push off as he was full, and he did. They then proceeded to lower some of their own boats, and lowered three of the five from the davits. It was unnecessary to lower the other two, which were in the skids, as there were plenty of other boats to take off all the passengers. At this time the whole of the cabin on deck was in flames, rendering it impossible to get forward from aft. The Chief Engineer asked him if there was anything he could do down below in the engine room, and he replied that the only way to save the ship from total destruction would be to scuttle her. The Chief Engineer said he could open the sea-cocks, when witness asked him how long it would take to sink her with the sea-cocks open. He answered in about two or three hours. Witness said it would be the best thing to do, and the chief engineer thereupon opened the valves. At this time there were several police boats alongside, and also a police launch. Witness went round the bows of the steamer in a boat, from the gangway, with the Police Inspector, and he and the Inspector got up on deck and got the cable ready for slipping, and also got the other anchor ready for use. Captain Deane came up at this time in another steam-launch, larger than the first one, and witness asked him if he could tow the steamer into shallow water with it and the other launch. Both launches laid hold of the *Carisbrooke*. About 30 fathoms of cable were put out, but the launches could not move her head. Captain Deane told him that the *Fame* would soon be there and said he thought it would be better to wait. While this was going on, officers of the *Zambesi*, got a pump alongside with hoses and operated on the fire. Witness went down to the 'tween decks forward with the officer of the *Thales*. The *Fame* came up soon after and took the *Carisbrooke* in tow, and he hailed to the captain of the *Fame* to take them into four fathoms, keeping the lead going. When in four fathoms they let go the warp, which was hauled on board and the anchor let go. They remained on board a short time, and then the officers of the *Thales* went off in their boats and he in his. Witness's officers went on board the *Carisbrooke* again in the after-part, and made an attempt to turn the stem round so as to get her broadside to the wind. The police rendered every assistance in their power to save the property in the cabins. The steamer continued burning until about 7 o'clock in the morning, when she sank. All the fore part was burnt out. About 4.30 a.m. witness was on board the *Fame*, and he asked an officer of the police to see if he could get a gunboat, or one of the men-of-war, to fire a shot through the bows of the *Carisbrooke*. The police officer took him off in a launch to the *Audacious*, and on arriving there, he was told that assistance had already been sent, a torpedo boat having been despatched to sink her if required. He returned to the steamer, it being then daybreak, and found an officer fixing a torpedo to her stern. Witness at once said it was no use putting it under the stern, as the ship was rapidly sinking, but that it would be of much use if a gun were fired and a shot sent through at the water line. The officer said it was a difficult thing to send a shot through at the water line, and that it would probably take several attempts to effect it, and he did not think there was time.

Captain Thomsett here remarked that he knew it was difficult to send a shot through at the water line.

Witness, continuing, said the officer then went on board the *Carisbrooke* on to the quarter-deck and directed the putting out of the fire in various of the after parts of the ship. She was then too far gone, however, for anything material to be done, and shortly afterwards she settled down on an even keel.

Lieut. Commander Balliston, R.N., asked witness several questions relating to the position of the store room, &c., and the means on board for extinguishing fires.

In reply to Captain Thomsett, witness said he lost all his effects, ship's papers, certificates, and everything; and in answer to Captain D. Scott, one of the assessors, he said he believed the fire originated in the store-room. He saw the fire first in the store room, but it might have originated underneath it.

John Mitchell Thow, chief officer of the *Carisbrooke*, deposed he held certificate, numbered 577, which he got in Singapore. He recollected being called up by the quarter-master on the morning of the 27th January, and understood him to say there was a fire in the ship. He told the quarter-master to go and call the serang. The only place he saw smoke issuing from was from the venetians in the after part of the cabin. He ordered buckets to be got ready and the force-pump rigged. The chief engineer and four of the firemen came up, and the former broke in the dead lights over the store room with a hatchet, and by the time the lights were knocked in, the pumps were rigged and water was being passed in the buckets. He then saw smoke coming up the cabin staircase. Lane & Crawford's water-boat was alongside, the men belonging to her working her pumps, and their own Malays and firemen passed water and worked the *Carisbrooke's* pumps. He went to his cabin and got blue-lights, and sent one of the Malays to ring the bell. He burnt five or six blue-lights, a rocket being also sent up by the captain. They had a signal gun forward ready and handy for use; the cartridges were kept in his cabin as well as two small flasks of powder. The signal gun was not fired but rifles were, by the Chief Engineer. He did not know how many.

At this point, in answer to Captain Thomsett, Captain Scott, of the *Carisbrooke* said they had never used the signal gun before, and he would have had great difficulty in getting at it as he would have had to get through all the passengers to reach it.

Captain Thomsett drew Captain Scott's attention to the Harbour Regulations which, he said, laid down what was to be done in case of fire.

The chief officer, continuing, said several passengers went ashore in the ship's boats, some in Lane and Crawford's water-boat, and sampans alongside took others. The crowding of the passengers on Lane and Crawford's boat impeded the pumping, which was not done so fast as before, but did not altogether stop it. The passengers only went on Lane & Crawford's boat when they saw the flames; up till then they were very quiet. There were alongside, Lane & Crawford's boat, some of their own boats, police boats, and Chinese boats. He had no idea how the fire originated. The crew worked very well until the flames broke out, but after not so well. He could not say the Malays ran off the steamer, but he could not find them.

Captain Thomsett had previously told witness that unless he were sure the Malays had cleared out, he should not say so, as it was a very serious charge to make.

Walter Cummings, chief engineer of the *Carisbrooke*, deposed he held a certificate, which he got at Singapore. He was aroused on the morning of the 27th January by some person giving an alarm of fire. He found white smoke hanging about forward and ordered the donkey man to light the fire of his boiler, and showed Captain Scott where the fire was. The captain said he thought the fire was in the bunkers, but he (witness) satisfied himself by examination that there was no fire in them and that the fire did not originate in the bunkers. The smoke also—a white smoke—was not the sort he would look for from the coal on board. As soon as he left the bunkers he went to see if the donkey man had lit the engine fires, but on going down he found the fire had only been laid, not lighted. The smoke was very thick, but he could "stick it" by crawling along the floor. He lit the fire, but it refused to burn, the smoke being too dense. After trying for about a quarter of an hour to get it to burn without success, he returned to the deck. The Chief Engineer was still under examination when our reporter left.

We have since heard that the finding of the Court was to the effect, that it was their opinion the fire commenced in the store room, but in what way they were unable to say; that Captain Scott of the *Carisbrooke* committed a grave error of judgment in not making the regulation signals for assistance; but that all on board did their best to extinguish the fire when discovered.

INSTALLATION OF OFFICERS OF GOOD TEMPLAR LODGE X.

Last evening the members of the above Lodge mustered strongly to witness the installation of officers for the ensuing quarter, and to receive the reports for the past term. After the usual ceremonies of the opening of the Lodge had been gone through, eight candidates were admitted and initiated into the Order. On the presiding officer calling for the production of the usual quarterly statements, his colleagues responded very promptly, and the various reports were received with much enthusiasm by the meeting. From the reports of the Lodge it would appear that the officers and members have worked zealously during the past term in the cause of Good Templary, and this cannot fail to be satisfactory and encouraging to all who have the interests of the Order at heart. Brother C. Devonport, S.D.G. W.C.T., in his usual impressive manner, installed the following members in their various offices.

Worthy Chief Templar	Bro.	BURT.
" Vice "	"	R. WHITE.
" Chaplain	"	Rev. H. WILSON LEE, B.A.
" Secretary	"	CHAPMAN.
" Financial Secretary	"	SAUNDERS.
" Treasurer	"	MAXWELL.
" Marshall	"	COLE.
" Inner Guard	"	SYMES.
" Sentinel	"	PEACHEY.
" Asst. Secretary	Sister	BURT.
Past Worthy Chief Templar	Bro.	JAMES FRANCIS.

We are given to understand that Lodge X has extended its sphere of action, and has already "run in" three English speaking Chinese, while others are on the probationary list. This new move is decidedly to be commended, as many of the Chinese employed on ships are very apt to acquire a love for "fire water" as they gain a knowledge of our language, which is not a desirable thing, for a "chinkie" in "rum" is a deplorable looking object indeed. We are glad to find amongst the list of office bearers the name of the Revd. Mr. Lee, as it cannot be doubted that the noble example shewn by this gentleman will exercise a strong influence on those under his spiritual care, and strengthen the idea that the order of Good Templars is a grand institution. We have much pleasure in wishing Lodge X every success in their labors in the cause of Temperance, and feel sure that while the present workers keep together they need have no fear of obtaining good results.

FOOCHOW.

We understand that the Viceroy will visit Pekin immediately after the China New Year's vacation, for the purpose of having an audience with the Emperor. The term of office (which is triennial) expiring, it is customary for Viceroy's solicitous either to appoint the Authorities for a further period of three years, or announce a change of appointment.

A fire of a very alarming description broke out on Thursday night last about 10.45 upon premises a little beyond the long bridge. The fire originated in a paper store, and was occasioned by an assistant carelessly smoking the latter end of the bamboo pipe. The conflagration, which began shortly after [illegible] raged with considerable fury [illegible] Inquiry [illegible] as to [illegible] above that [illegible] damage is roughly estimated at [illegible]

SPORTING GOSSIP.

The racecourse was again thrown open this morning, and as it had been carefully watered and was in good going order, a great deal of galloping took place. There was, as is usual on "powing" mornings, a large attendance of spectators, and much interest was evinced in the proceedings on the track. The Derby favorite Hornpipe, ridden by his trainer, was the first pony to show on the course. This powerful grey galloped about two miles very steadily, going in exceptionally good form. The last mile and a half was covered in a shade under 3.34, the pony going well within himself at the finish, a performance of sufficient merit to justify Hornpipe's holding his present exalted position in the Derby quotations.

* * * * * * * * *

Strathpeffer, Malcriado, and Strathaird galloped separately at about half speed, the old half miler striding along in the grand form of his palmiest days. Strathpeffer is evidently partial to the Hongkong course, and as he has greatly improved in condition during the past week, there is really no good reason why he should not add another win or two to his long roll of victories. Lord of the Isles galloped a mile and a half—times, 43, 1.20, 1.57, 2.35, 3.14, and 3.48—and came back to the paddock on three legs. Sunlight bounded along in his well-known taking style, the last mile of a strong exercise gallop occupying 2.17. The stable companions Allegro and Pizzicato "powed" together over the mile and a half course, the dun, with a great advantage in the weights, pulling over the other when it came to racing. The times were—39, 72 3-5th, 1.47, 2.21, 2.58, and 3.36.

* * * * * * * * *

Castigator (Mr. Hutchings up) and Blunder Blas, ridden by his probable jockey in the Welter, were sent a mile and a half, the first named merely cantering alongside the dark grey at the finish. The time was rather slow—3.43. Rialto galloped steadily, and although not an attractive mover got over the ground at a good rate. Dauntless strode along for a mile, first half 78 seconds, full distance 2.26, the pony going rather gingerly when pulling up on the hard ground at the turn out of the straight. One of the best performances of the morning was a mile gallop by Merry Monk and Dalesman, in which the dun had all the best of the griffin at the finish—time 2.14. The Shanghai St. Leger winner, White Knight, had a steady gallop by himself; his time for the last six furlongs was 1.50, and his style was rather disappointing, not to say suggestive of a screw being loose somewhere. Too Too in the same stable did steady work, and I noticed Major Bagstock's Derby griffin, Wild Waif, tearing away most resolutely, and in really high class form.

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Mr. Paul's griffins Sunrise and Sunshine "powed" over the Derby distance, the shapely White, ridden by his probable pilot in the Derby, winning hands down. Times—34 3-5th, 67, 1.42 2.18, 2.58½, and 3.31. Derwent was ridden by Mr. Tennant in a steady gallop; but this exceedingly handsome pony is evidently short of work, and out of all condition. Besides, he puts back his ears when called upon for an extra effort like the thorough cur I have every reason to believe he ever has been. Incubus must have galloped about two miles, and appeared to be going well. Hickory (late Salmanassar) moved in good form, and on a hard course should undoubtedly be a dangerous competitor in several races. Mr. Gordon's griffins, Ghillie Callum, ridden by Mr. Brandt and Scotch Reel with Mr. Gun in the saddle, "powed" a mile and a half, and displayed rather indifferent form. The times were 1.09, 1.45, 2.22, 3.01 and 3.41. Pearl (late El Dorado) and Gang Forward—as choice a brace of rogues as ever faced the starter—galloped a mile separately in slow time. Silverstreak (Mr. Reynell up) beat Faugh-a-ballagh (Mr. Essex) over the Valley Stakes distance in 1.46, Buggins joining in at the half mile post and showing the way home. After passing the judge's box Silverstreak bolted off the course by the entrance gate, but failed to dislodge his rider, who stuck to his saddle as close as wax.

* * * * * * * * *

Mr. John Peel's Derby candidate First Flight was accompanied in a mile and a half gallop by Bandsman. For a mile and a quarter (time 2.50) the griffin fairly held his own; but he tired very much coming down the straight, and had scarcely an effort left in him when the winning post was passed in 3.30. Bandsman was pulling double at the finish, and is no doubt a pony of good class. Mr. St. Vincent's spotted subscription griffin Satanella was ridden by Achee over the German Cup course, and went far more freely than when he last galloped. The times were 36, 71, 1.47, 2.25 and 3.02. Prejudice and Newmarket covered a mile and a half in 3.28, the hardy grey streaming away from his companion when Mr. Nickels shook him up on approaching the winning post. Dutch Oven and Kassassin galloped together, and created an unfavorable impression. I timed an intermediate "quarter" 35 seconds. The German Cup favorite Skedaddler galloped a mile and a quarter in capital form; the Derby griffin Guardsman showing him the way. The "clocks" registered 35, 72, 1.49, 2.26 and 3 minutes. Second Violin went a mile and a quarter at a steady pace. The Derby griffin Ambassador was sent along for a mile and a quarter, and displayed fine form, shooting out in grand style when Achee called on him for an extra effort at the finish of the gallop. I timed Ambassador's last mile as follows—35, 71, 1.46½, and 2.20.

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Taimahal ("Horse" up) and Shamrock (Mr. Neild) galloped two miles, the dun pulling over the course from start to finish. Times—37, 73, 1.50, 2.27, 3.04, 3.39, 4.16, 4.52. For the same distance I timed Driving Cloud 4.38—last quarter 31 seconds; but the chesnut was ridden hard and hunted home from the half mile post. Still old "Cloud's" performance was a really splendid one, and indicates that Prejudice will have to be nearly in his best form to ensure his victory over Mr. John Peel's champion. Bothwell and Cutty Sark went steadily for a mile and a quarter in 3 minutes 13 seconds. The times for the last mile were 38, 77, 1.56, and 2.32. Little Warlock going alone covered six furlongs in 1.38½. In a mile and a quarter "pow" between Triumph and Esperance, the dark grey, with much the best of the weights, won very easily—time for last quarter, 36 seconds.

* * * * * * * * *

Previous form was completely reversed when Mr. Nickels on Lavender cleverly beat Rebel and the second jockey of the stable for a mile and a quarter, the bay going to pieces at the finish. The times were 34, 68, 1.46, 2.23, and 3.01. That splendid mover Shell created quite a sensation by galloping a mile and a half, going by himself, in fine style in 3.25½. Rose, Reefer, and Opal were "powed" a mile and a quarter, the first named appearing to have the others at his mercy after going a mile. The records for this spin were 35, 70½, 1.48, 2.11, 2.26 and 3.05. The "crack" miler Montezuma and Chatterbox galloped a mile, first quarter 33, half mile 65, three quarters 1.40½, and full distance 2.18, the Shanghai Criterion winner merely cantering the last half of the journey.

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Several ponies were out at exercise during the forenoon, including Cobnut, Filbert, First Cornet, Peanut, Highland Fling, Rialto and White Knight; but nothing of special importance took place. I intend dealing with the first day's races in my next letter.

AN OLD SPORTSMAN.

Hongkong, 7th February, 1883.

CHINA, SIAM, AND KOREA.

A short time ago there appeared, in one of the Hongkong journals, a statement to the effect that the Government of China had despatched an envoy to the Court of Siam to demand a renewal of the tribute missions formerly sent by the King of that country to the Emperor of the Middle Kingdom. The rumour excited considerable interest. Taken in conjunction with the vigorous nature of China's protests against French aggression in Tong-king, and her extraordinarily resolute policy in Korea, it seemed to warrant an inference that the Celestial giant was beginning to rouse himself from his long lethargy, and that the stretching of his huge limbs might cause a good deal of perturbation among his smaller neighbours. Under the circumstances, some curiosity was felt as to the probable action of the United States' Government, by whom a Minister to Siam had recently been appointed and who might therefore be expected to take steps, directly or indirectly, with the view of determining the exact nature of the relations existing between the courts at Peking and Bangkok. Such steps were indeed taken, and we learn, on most trustworthy authority, that the rumoured despatch of a Chinese mission for the purpose of recalling Siam to its allegiance, was explicitly and emphatically denied by the Tsung-li Yamen. Four ministers of the Chinese Foreign Office were present when the subject was mooted by the Secretary of the American Legation at Peking, and they are understood to have been unanimous in their disavowal of any such intention on the part of their Government. They further added—and this is not the least interesting portion of the interview—that tribute-bearing deputations from the various petty States adjacent to China had always been of a purely voluntary nature, and that no record existed of any case in which the payment of such tribute had ever been demanded or even suggested by China. As for the tribute itself, they explained that it generally consisted of comparatively valueless presents, which were graciously received, and presents of larger, but still insignificant value, made in return. The custom, they added, was of great antiquity, but having no import beyond an interchange of neighbourly courtesies, and the rendering of a certain measure of deference to the dignity and power of China, its continuance or discontinuance was a matter of complete indifference to the Government of the Middle Kingdom.

We are not disposed to place any very implicit reliance on the consistency of the Tsung-li Yamen's utterances. It is on record how they disavowed all title to interfere in Korean affairs, when France first and America afterwards thought it right to consult the Cabinet at Peking before calling the Hermit Kingdom directly to account for its barbarities; and it is also on record how, in the course of half-a dozen years, a sudden access of jealous apprehension totally obliterated the memory of these disavowals, and impelled China to treat Korea, to all intents and purposes, as an outlying province. Still, making due allowance for the apparently constitutional nature of this inconsistency, we cannot but marvel that four Chinese Ministers should have volunteered such a definition of the relations between the Middle Kingdom and its tributaries, at the very moment when H.E. Li Hung Chang was arresting and banishing Korean Regents, imprisoning Korean Ministers, guarding the Korean Capital with Chinese braves, and issuing mandatory degrees to Korean subjects. The only conclusion we can come to is that which we expressed three months ago, namely—that under the influence of her Japanese nightmare, China is too much flurried to be capable of interpreting her own intentions. Persons of habitually slow mental processes not unfrequently lose their moral equilibrium altogether in the presence of any crisis forbidding deliberation. It is very conceivable that to a huge empire in a comparatively comatose condition, there may be something specially comfortable in the notion of being surrounded by a quantity of tributary padding to soften and fend off the shocks of the outer world's restless aggressiveness. One could appreciate, too, and sympathize with, a State which allowed its foreign policy to be influenced by some romantic recollection of tutelary obligations that had grown up in the shadow of its ancient majesty. But does either of these interpretations apply to China's case? To-day, we find her remonstrating against French usurpations in the territories of her tributary, Tongking; to-morrow, declaring to an American diplomatist that the relations between herself and these petty kingdoms on her borders are of a purely sentimental nature. One year, she disavows all obligation in connection with the outrages of a tributary; the next, she makes those outrages a pretext for treating that very tributary as though it were an integral part of her own empire. Her changes of attitude are truly bewildering. They defy all forecast; and the only stable impression her proceedings convey is that she is at last waking up from her long sleep and not yet quite competent to exercise her faculties clearly.

But the trouble of the thing is that nobody knows what to expect next. China's vagaries have passed beyond the range of rational analysis. A short time ago the public were surprised to hear that H.E. Li Hung Chang had appointed his German employé, Mr. Möllendorff, to the office of Inspector of Customs in Korea, contrary to the understood, if not the expressed, wishes of Sir Robert Hart. Had the Grand Secretary's purpose been limited by fiscal considerations, that he should set no store by the coöperation of trusted servants was an idea inconsistent with his reputation for shrewdness and tact. But his purpose was not so limited. We now learn that Mr. Möllendorff has become a member of the Korean Government, an official of the Foreign Office; and it is not impossible that, one of these days, the Japanese Minister in Söul may find himself discussing Korean problems with a foreigner in the service of Li Hung Chang. Doubtless Korea has a right to choose her own representatives. Japan is not likely to raise any illiberal objections on that score. Only, she will know with whom she has to deal, and it may be doubted whether the knowledge will much help to smooth the course of her relations with Korea.

What may be the sequel of all this, we cannot pretend to predict, but its immediate effects are very much to be regretted. Japan is honestly desirous of preserving peace, but she naturally feels that to remain unarmed in the presence of such a capricious element of disturbance as Chinese jealousy, would be to invite aggression. It is hard that her resolute efforts to restore her currency and develop her resources should be interrupted by a fit of pique on the part of her big neighbour; but this, perhaps, is one of the contingencies she had to expect when she elected to become the representative of Western civilization in the Orient. China, awaking to the consciousness that she has been left behind in the race, is apparently bent on giving the world some practical proof that the strength of inertia is not her only claim to consideration. It is to be regretted for her own sake that her method of self-assertion should imperil her reputation for good sense.—*Japan Mail.*

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E. MACKEAN,
Hon. Secretary.
Hongkong, 6th February, 1883. [122

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No. 62, QUEEN'S ROAD, CENTRAL,
HONGKONG.
Hongkong, 1st May, 1882. [298

THE PATENT TYPE FOUNDING COMPANY,
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PROPRIETORS,
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SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST,
ROBERT FRASER-SMITH,
No. 7, PEDDAR'S HILL, HONGKONG.
Hongkong, 4th February, 1882.

SPECIAL NOTICE

TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, and ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH," A SPECIAL ADVERTISEMENT SHEET, FREE OF CHARGE.

As the scale of charges in the *Hongkong Telegraph*, which has a guaranteed circulation of FIVE HUNDRED COPIES, is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this Journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.
Hongkong, 1st January, 1883.

THE HONGKONG TELEGRAPH, WEDNESDAY, FEBRUARY 7, 1883.

Commercial.

THIS DAY.

4 o'clock p.m.

A large business was put through in Banks this morning at 189 for cash, 190 for the end of the month, 192 for the end of March, and 195 for April 30th, the stock leaving off very firm with cash buyers at 189. A fairly large business was negociated in China Sugars yesterday afternoon at 194 and 195 for cash, and there are still buyers at the latter rate. Luzons are slightly weaker, a small lot of shares being on offer at $115. No other business has come under our notice.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—155 per cent. premium.
Hongkong and Shanghai Bank—New Issue. 145 per cent. premium—nominal.
Union Insurance Society of Canton—$1,850 per share, buyers.
China Traders' Insurance Company—$1,610 per share.
North China Insurance—Tls. 1,225 per share.
Canton Insurance Company, Limited—$135 per share.
Yangtsze Insurance Association—Tls. 870 per share ex. div., buyers.
Chinese Insurance Company—$220 per share.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$1,150 per share, buyers.
China Fire Insurance Company—$322½ per share, sellers.
Hongkong and Whampoa Dock Company—50 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$28 per share ex. div.
China and Manila Steam Ship Company—130 per share, sellers.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$126 per share, buyers.
Indo-China Steam Navigation Company, Limited—par. sellers.
China Sugar Refining Company, Limited—$195 per share, buyers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—$115 per share, sellers.
Hongkong Ice Company—$170 per share.
Hongkong and China Bakery Company, Limited—$60 per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2½ per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. ....3/7[illegible]
Bank Bills, on demand ....3/7[illegible]
Bank Bills, at 30 days' sight..........3/8
Bank Bills, at 4 months' sight ......3/8[illegible]
Credits, at 4 months' sight..........3/8[illegible]
Documentary Bills, at 4 months' sight ....3/8[illegible] @ 3/8[illegible]
ON PARIS.—
Bank Bills, on demand ....4.66.
Credits, at 4 months' sight ....4.76.
ON BOMBAY.—Bank, T.T.........................225½
ON CALCUTTA.—Bank, T.T.........................225½
ON SHANGHAI.—
Bank, sight 71½
Private, 30 days' sight........................74

OPIUM MARKET.—THIS DAY.

NEW MALWA ....per picul, $535
(Allowance, Taels 64.)
OLD MALWA ....per picul, $555
(Allowance, Taels 8.)
NEW PATNA (first choice) per chest, $555
NEW PATNA (second) ......per chest, $545
NEW PATNA (without choice) per chest.......................... $550
NEW PATNA (bottom)......per chest, $557½
NEW BENARES (without choice) per chest,............................ $548¾
NEW PERSIAN ....per chest, $335
OLD PERSIAN..................per picul, $320
(Allowance, Taels 32).

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER).

YESTERDAY.

Barometer—1 P.M.	30.151
Barometer—4 P.M.	30.183
Thermometer—1 P.M.	58
Thermometer—4 P.M.	57
Thermometer—1 P.M. (Wet bulb)	57
Thermometer—4 P.M. (Wet bulb)	57

TO-DAY.

Barometer—9 A.M.	30.138
Thermometer—9 A.M.	54
Thermometer—9 A.M. (Wet bulb)	49
Barometer—1 P.M.	30.268
Thermometer—1 P.M.	57
Thermometer—1 P.M. (Wet bulb)	51
Thermometer—Maximum	58
Thermometer—Minimum (over night)	52

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	HONGKONG.		AMOY.		SHANGHAI.		MANILA.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer..........	30.08	30.19	30.10	30.10	30.36	30.37	30.37	30.18
Therm'ter attached	61.0	60.0	57.0	55.0	41.0	38.0	[illegible]	79.
Direction of Wind.	E	E	NE	E	ENE	NE	NE	NNE
Force..............	6	5	[illegible]	0	3	3	3	2
Dry Thermometer.	57.0	58.0	57.0	55.0	40.5	37.5	37.5	82.8
Wet Thermometer.	58.0	54.[illegible]	49.0	52.0	36.0	35.0	35.0	73.4
Weather	o m	o m	b c	o o	b	o	o	c b
Hour's Rain........	—	—	—	—	—	—	—	—
Quantity fallen......	—	—	—	—	—	—	—	—

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.—State of Weather, *B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.—Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated in inches, tens and hundreds.

Shipping.

ARRIVALS.

CHANDERNAGOR, Siberian bark, 682, Mercier, 6th Feb., Manila 27th Jan., Ballast.—Carlowitz & Co.
VLADIVOSTOCK, Russian steamer, 675, Chmelevsky, 6th Feb.,—Saigon 1st February, Rice.—Melchers & Co.
ESMERALDA, British steamer, 393, G. Wright, 6th Feb.,—Amoy 5th February, Bricks—Russell & Co.
STAMBOUL, French steamer, 1,487, E. Maigre, 6th Feb.,—Marseilles 17th Dec., Port Said, Suez, Aden, Colombo, Singapore, and Saigon 1st February, General.—Adamson, Bell & Co.
ALBAY, British steamer, 366, F. D. Goddard, 7th Feb.,—Taiwanfoo 4th February, and Amoy 5th, General.—D. Lapraik & Co.
POSANG, British steamer, 967, Irwin, 7th Feb.,—Shanghai 4th February, General.—Jardine, Matheson & Co.
NAMOA, British steamer, 862, Westoby, 7th Feb., Foochow 4th February, Amoy 5th, and Swatow 6th, General.—D. Lapraik & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Albany, British steamer, for Saigon.

DEPARTURES.

February 7, *Marie*, German bark, for Chefoo.
February 7, *Yeh-sin*, Chinese str., for Shanghai.
February 7, *Kwongsang*, British steamer, for Saigon.
February 7, *Ulysses*, British steamer, for Singapore, &c.
February 7, *Feilung*, British steamer, for Swatow and Bangkok.
February 7, *Belgic*, British str., for Yokohama and San Francisco.
February 7, *Catterthun*, British steamer, for Singapore, Port Darwin, &c.
February 7. *Posang*, British str., for Canton.
February 7, *Swift*, British gunboat, for Canton.

PASSENGERS—ARRIVED.

Per *Albay*, str., from Taiwanfoo, &c.—Mr. Chamberlain, and 15 Chinese.

Per *Posang*, str., from Shanghai.—Miss Templar, Messrs. Richards and Fletcher, and 10 Chinese.

Per *Esmeralda*, str., from Amoy.—Messrs. M. L. Robinson and Peter G. Murphy, and 4 Chinese.

Per *Namoa*, str., from Foochow, &c.—Captain Dow, Messrs. C. D. Smith, Dale, Gin Rye Pang, and Chrapkowski, 2 Europeans on deck, and 36 Chinese.

DEPARTED.

Per *Belgic*, str., for San Francisco—Messrs. A. F. Smith and E. Klapper, and 18 Chinese.

REPORTS.

The British steamship *Esmeralda* reports left Amoy on the 5th instant. Had fresh monsoon and dull overcast weather.

The British steamship *Posang* reports left Shanghai on the 4th instant. Had strong Northerly and N.E. winds and cloudy weather till reaching Breaker Point; from thence had N.W. winds and cloudy weather. Passed three steamers off Breaker Point, bound North, names unknown.

The British steamship *Namoa* reports left Foochow on the 4th instant, Amoy on the 5th, and Swatow on the 6th, and experienced moderate monsoon and fair weather throughout. In Foochow H.M. gunboat *Kestrel* and yacht *Masquasa*. In Amoy the steamships *Bengloe, Toonan*, American corvette *Ashuelot*, and German corvette *Stosch*. On the 6th passed the steamship *Foochow* off Cape of Good Hope. On the 7th passed the steamship *Yeh-sin* off Nine Pins.

The British steamship *Albay* reports left Taiwanfoo on the 4th instant, and Amoy on the 5th. From Taiwanfoo to Amoy had strong N.N.E. breeze and high sea. From Amoy to Breaker Point had strong N.E. breeze and overcast; from thence to Single Island had moderate to light N.E. breeze and fine weather; from thence to port had fresh Northerly winds and cloudy weather. In Amoy the steamships *Namoa, Too-nan. Benledi*, Chinese revenue cruiser *Fei-hoo*, German frigate *Stosch*, and a U.S. despatch-boat. The steamships *Kwangtung* and *Wenchow* left same day. Passed the steamship *Douglas* off Chelang Point, bound North, and the ship *Deutchland*, bound South.

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Fluellin	Sunderland	Sept.	6
Phœnix	Hamburg	Sept.	12
Heinrich	Cardiff	Sept.	17
Deutschland	Penarth	Sept.	25
Emma T. Crowell	New York	Oct.	2
Dorothea	Cardiff	Oct.	4
Lucia	London	Oct.	13
Adolph	Hamburg	Oct.	13
Wandering Jew	Cardiff	Oct.	20
Adele	Cardiff	Oct.	21
Auguste	Newport	Oct.	24
Annie J. Marshall	New York	Nov.	3
Inca	Hamburg	Nov.	21
Dato	Liverpool	Nov.	30
A. and W. C.	Liverpool	Nov.	30
Merionethshire (s.)	London	Dec.	9
Anchises (s.)	London	Dec.	16
Maria Magdalena	Hamburg	Dec.	19
Venice (s.)	Cuxhaven	Dec.	21
Gleneagles (s.)	London	Dec.	22
Bothwell Castle (s.)	London	Dec.	28

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, left Yokohama on Sunday, the 4th instant, at daylight, and may be expected here on or about Saturday, the 10th.

THE FRENCH MAIL.

The M. M. steamer *Peiho*, with the next French mail, left Singapore on Sunday, the 4th instant, at 1 p.m., and may be expected here on or about Sunday, the 11th.

STEAMERS EXPECTED.

The Shire Line steamer *Merionethshire* from London, left Singapore on the morning of the 30th ultimo, and may be expected here on or about the 7th instant.

The steamship *Meath* (Messrs. Geo. R. Stevens & Co.'s line) left Sydney, for Hongkong on the 12th ultimo, and may be expected to arrive here on or about the 9th instant.

The O. S. S. Company's steamer *Anchises* left Singapore on the instant, and is due here on the 10th.

The O. S. S. Co.'s steamer *Cyclops* left Singapore on the 3rd instant, and is due here on or about the 11th.

The steamship *Hungarian* left Sydney for Hongkong, viâ Queensland Ports, on the 19th ultimo, and may be expected to arrive here on or about the 12th instant.

The E. & A. S. S. Co.'s steamer *Bowen* left Sydney on the 20th ultimo, and is due here on or about the 14th instant.

The N. I. S. N. Co.'s steamer *Camorta* left Batavia on the 1st instant, and may be expected here on or about the 17th.

The steamer *Tannadice* left Sydney on the 3rd instant, and may be expected to arrive here about the 27th.

SHIPPING IN HONGKONG.

STEAMERS.

ASHINGTON, British steamer, 809, McDonald, 30th Jan.,—Bangkok 23rd January, General.—Jardine, Matheson & Co.
BANGALORE, British steamer, 1,309, J. P. Hassall, 5th Feb.,—Yokohama 27th Jan., General.—P. & O. S. N. Co.
BELLONA, German steamer, 789, W. Schaefer, 4th Feb.,—Saigon 29th January, Rice.—Siemssen & Co.
CRUSADER, British steamer, 647, T. Rowin, 13th November,—Saigon 7th November, Rice.—Chong Wo Cheang.
DECIMA, German steamer, 1,151, S. Oestmann, 3rd Feb.,—Saigon 28th Jan., Rice.—Geo. R. Stevens & Co.
DALE, British steamer, 644, E. Allason, 2nd Jan.,—Bangkok 15th December, Rice and General.—Yuen Fat Hong.
FOKIEN, British steamer, 509, Abbott, 6th Feb., Singapore 24th January, Kudat 30th, and Sandakan 1st Feb., Timber.—D. Lapraik & Co.
GALLEY OF LORNE, British steamer, 1,389, P. Pomroy, 3rd Feb.,—Shanghai 30th Jan., Tea.—Russell & Co.
GLENELG, British steamer, 894, J. S. Speechly, 14th Jan.,—Saigon 6th January, Rice.—Tung Kee.—Aberdeen Dock.
HAINAN, British steamer, 283, Connor, 6th Feb.,—Hoihow 4th Feb., General.—Afong.
HIMALAYA, British steamer, 514, W. R. Beedle, 29th Jan.,—Yokohama 11th January, and Nagasaki 24th, 300 tons Coal, and 500 tons General.—Butterfield & Swire.
JAPAN, British steamer, 2,440, F. F. Flack, 1st Feb.,—Calcutta 17th Jan., Penang 23rd, and Singapore 25th, Opium and General.—D. Sassoon, Sons & Co.
KHIVA, British steamer. 1,419, P. Homis, 6th Feb.,—Bombay 17th January, General.—P. & O. S. N. Co.
LENNOX, British steamer, 1,387, Scott, 1st Feb.,—Calcutta 17th Jan., Sand Heads 18th, Penang 23rd, and Singapore 26th, General.—Jardine, Matheson & Co.
LUZON, Spanish steamer, 321, Willamil, 27th Jan.,—Sual 25th January, Ballast.—Remedios & Co.—Kowloon Dock.
MINARD CASTLE, British steamer, 1,596, R. Skinner, 1st Feb.,—Nagasaki 27th January, Coals.—Adamson, Bell & Co.
MINDANAO, Spanish steamer, 623, Fryer, 5th Feb.,—Manila 2nd February, General.—Dunn, Melbye & Co.
PEKING, British steamer, 954, G. H. Drewes, 6th Feb.,—Canton 5th February, General.—Siemssen & Co,
PING-ON, British steamer, 574, McCaslin, 12th Jan.,—Pakhoi, and Hoihow 11th January, General.—Russell & Co.—Cosmopolitan Dock.
SEA GULL, American steamer, 48, Hayden, Nov. 24th,—China Traders' Insurance Co.
TAIWAN, British steamer, 1,109, Alfred Williams, 28th January,—Glasgow 8th December, and Singapore, General.—Butterfield & Swire.
THALES, British steamer, 820, T. G. Pocock, 4th Feb.,—Swatow 3rd Feb., General.—D. Lapraik & Co.
ULYSSES, British steamer, 1,560, Thompson, 6th Feb.,—Shanghai 3rd February, General.—Butterfield & Swire.
YANGTSZE, British steamer, 719, Casson.—Siemssen & Co.
YOTTUNG, British steamer, 286, H. Kennett, June 23rd,—Quangai 19th June, General.—Kwok Acheong & Sons.

SAILING VESSELS.

ALDEN BESSIE, American bark, A. Noyes, 22nd Dec.,—Portland, Oregon 12th Nov., Spars.—Melchers & Co.
ALEXA, British bark, 425, Robb, 16th Jan.,—Wellington, New Zealand 26th November, General.—Adamson, Bell & Co.
ALVA, Portuguese bark, 632, E. de Souza, 12th Jan.,—Rajang 9th Dec., Timber.—Brandao & Co.
ANTOINETTE, British bark, 1,014, E. T. Bunje, 6th January,—Manila 27th December, Ballast.—Order.—Kowloon Dock.
BARBAROSSA, German ship, 1,313, R. Kausch, 12th Jan.,—Cardiff 4th August, Coal.—Melchers & Co.
BEATRICE, British schooner, 66, Williams, 17th Jan.,—Guap 7th January, Copra.—Captain.
BILLY SIMPSON, British bark, 432, Brown, 9th Dec.,—Cebu 26th Nov., General.—Master.
B. P. CHENEY, American ship, 1,322, C. E. Humphreys, 5th Feb.,—Cardiff 9th Sept., Coal.—P. & O. S. N. Co.
CASHMERE, British ship, 1,238, F. A. Lohhart, 17th Jan.,—Newcastle 24th Nov., Coal.—Master.
CHAS. G. RICE, American bark, 715, A. W. Smart, 12th Jan.,—Newcastle, N.S.W., 18th November, Adamson, Bell & Co.
COLOMA, American bark, 853, Noyes, 5th Jan., Portland, Oregon 8th November, Lumber.—Melchers & Co.
CONQUEST, American bark, 516, Carins, 20th Nov.,—Newcastle 22nd Sept., Coal.—Russell & Co.
CYPRUS, British ship, 1,392, Johnson, 11th Jan.,—Middlesbro 4th August, Iron.—Russell & Co.
C. B. HAZELTINE, American bark, 880, W. Gilkey, 4th Feb.,—Rio de Janeiro 9th Oct., Petroleum.—Russell & Co.
DANIEL, German bark, 417, P. Vogt, 13th Jan.,—Hamburg 27th July, General.—Melchers & Co.
DORA, German ship, 1,259, H. Meyer, 22nd November,—Cardiff 1st July, Coal.—Arnhold, Karberg & Co.
ERL KONIG, German bark, 456, A. Naurch, 27th Nov.,—Newchwang 16th Nov., Beans.—Siemssen & Co.
ESMERALDA, German bark, 788, H. Brock, 11th Jan.,—Hamburg 10th August, General.—Melchers & Co.
FANO, Danish brig, 227, M. N. Mortensen, 3rd Feb.,—Cebu 18th January, General.—Ed. Schellhass & Co.
GLENURY, British 3-m. schooner, 283, D. Thomson, 12th Jan.,—Manila 9th Dec., General.—Wieler & Co.
GUARDIAN, American ship, 1,124, Fletcher, 3rd Feb.,—Newcastle, N.S.W., 8th Dec., Coals.—Master.
HANS, German bark, 313, A. Thomson, 12th Jan.,—Chefoo 1st January, General.—Wieler & Co.
HERBERT BLACK, American bark, 575, Treat, 13th Dec.,—Nagasaki 5th Dec., Coal.—Russell & Co.—Kowloon Dock.
HERMANN, German bark, 453, W. Pens, 10th Dec.,—Chefoo 28th Nov., General.—Wieler & Co.
HIERONIMUS, German bark, Ipland, 2nd Feb.,—Touron 19th Jan., Coals.—Wieler & Co.
INGEBURG, German bark, 786, H. Ipland, 27th Jan.,—Manila 19th Jan., Ballast.—Wieler & Co.
JAMES G. PENDLETON, American bark, 938, B. J. Colcord, 12th Jan.,—Nagasaki 3rd Jan., Coal.—Russell & Co.
JOHN SMITH, Amer. bark, 564, O. Kustel, 22nd Jan.,—Shanghai 18th January, Ballast.—Russell & Co.—Cosmopolitan Dock.
JUNO, German bark, 517, H. C. Reckwoldt, 29th Nov.,—Hamburg 22nd July, General.—Melchers & Co.
KVIK, Norwegian bark, 417, Larsen, 3rd Feb.,—Bangkok 28th Jan., Teakwood.—Siemssen & Co.

HONGKONG—SAILING VESSELS.
(Continued.)

LIVINGSTONE, German bark, 531, H. Steffens, 14th Jan.,—Honolulu 12th December, Ballast.—Siemssen & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.,—Whampoa 31st Dec., General.—Ed. Schellhass & Co.
MARIE, Ger. bk., 466, A. Weinronsky, 19th Jan.,—Hamburg 5th Sept., General.—Siemssen & Co.
MARY WHITRIDGE, American ship, 862, Geo, Freeman, 2nd Feb.,—New York 14th Sept., Kerosene Oil.—Order.
NONPAREIL, British bark, 399, E. Finlayson, 9th November,—Newchwang 30th Oct., Beans.—Chong Woo.—Kowloon Dock.
PRESIDENT SIMSON, British bark, 1,235, G. Scarlett, 31st Jan.,—Manila 23rd January, Ballast.—Jardine, Matheson & Co.
PRINTEMPS, Fren. bark, 277, Galland, 4th Feb.,—Whampoa 3rd February,—Jardine, Matheson & Co.
SOPHOCLES, British ship, 1,190, Alex. Smith, 4th Feb.,—Sydney 5th Dec., Coal.—Adamson, Bell & Co.
SPICA, German bark, 915, B. Hallmann, 13th Jan.,—Cardiff 1st September, Coal.—Melchers & Co.
PROFESSOR NORDENSKJOLD, Norwegian 3-m. sch., 453, E. Jensen, 5th Feb.,—Newcastle, N.S.W., 21st December, Coal.—Russell & Co.
TRI SINA, Austrian bark, 839, G. Cernkovich, 4th Feb.,—Newcastle, N.S.W., 19th Dec., 1,117 tons Coal.—Siemssen & Co.
WESER, German bark, 916, H. Hellmers, 11th Jan.,—Cardiff 9th September, Coal.—Order.

AMOY.

In Port on 30th January, 1883.

Androklos, British bark, 400 (Murray)—Boyd & Co.
Alex. Newton, British bark, 308 (Newton)—Boyd & Co.
Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.
Francisca, German bark, 368 (Jessen)—H. A. Petersen & Co.
Frohlich, German brig, 360 (Moller)—Pasedag & Co.
Helene, German bark, 263 (J. Rieck)—H. A. Petersen & Co.
Juno, German bark, 266 (Nielsen)—Pasedag & Co.
Kjobenhavn, Danish bark, 353 (Magleby)—H. A. Petersen & Co.
Louise, American schooner, 280 (Lawrence)—H. A. Petersen & Co.

SHANGHAI.

In Port on 31st January, 1883.

Annina, Italian bark, 999 (Basso)—C. & J. Trading & Co.
Annie M. Bur, American ship, 889 (Byrne)—Russell & Co.
Blackadder, British brig, 963 (Swensen)—Russell & Co.
Channel Queen, British bark, (Lacheur)—Chapman, King & Co.
Charley, British bark, 359 (Schroder)—Nils Moller.
Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Cubana, British bark, 499 (Howard)—Jardine, Matheson & Co.
Dorothy, British bark, 310 (Croal)—Drysdale, Ringer & Co.
Earl of Elgin, British bark, 979, (Morrison)—Farnham & Co.
Emma, German schooner, 219 (Michelsen)—Ed. Schellhass & Co.
Ernst, German bark, 664 (Pundh)—Captain.
Escort, American bark, 636 (Waterhouse)—Russell & Co.
Guiding Star, British bark, 311 (Schnitger)—Mackenzie & Co.
Hedvig, British bark, 375 (Davey)—Nils Moller.
Hilda, British bark, 366 (Hemmingsen)—Nils Moller.
Ino, German bark, 344 (Bohsen)—F. A. Buchardi.
John Potts, British bark, 373 (Brown)—Morris & Co.
Kolga, British bark, 541 (Kiolseth.)—Russell & Co.
Marie Berg, German bark, 536 (Hindricks)—Captain.
Minna, French bark, 456 (Davey)—Nils Moller.
Napier, British ship, 992 (Cunningham)—Melchers & Co.
Omega, British bark, 480 (Cargill)—Morris & Co.
Pelham, British bark, 340 (Downie)—Mackenzie & Co.
Perle, British bark, 400 (Kruse)—Nils Moller.
Queen of India, British steamer, 394 (Manley)—W. Hewett & Co.
Sierra Nevada, American ship—Wisner & Co.
Southern Chief, American ship, 1,283 (Higgins)—C. & J. Trading Co.
Stout, Norwegian bark, 581 (Hennester)—Chapman, King & Co.
Tetuan, British bark, 438 (Hyne)—F. A. Burchardi.
Thyra, British brig, 255 (Jones)—Forester L. & Co.
Tobique, British ship, 1,413 (Davis)—Melchers & Co.
Velocity, British bark, 490 (Martin)—Morris & Co.

YOKOHAMA.

In Port on 19th January, 1883.

A. Cashman, Russian schooner, 50 (Sternberg)—F. Ketz.
Alexander, American schooner, 50 (Carlson)—H. Cook.
Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
Diana, American schooner, 75 (Peterson)—Captain.
Else, German brig, 287 (Holm)—P. Bohm.
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
Gitanilla, British bark, 472 (Kirkpatrick)—H. Macarthur.
Helena, American schooner, 40 (Bischof)—M. Ginsbuy.
Herschel, German ship, 787 (Wepper)—Reimers & Co.
Khorasan, German bark, 1,090 (J. A. Viser)—A. Reimers & Co.
M. C. Bohm, German schooner, 56—P. Bohm.
Oswald, German bark, 445 (Boysen)—P. Bohm.
Otsego, American schooner, 36, E. (Pearce)—Captain.
Otome, American schooner, 52 W. (Hardy)—Snow & Co.
Otter, American schooner, 56 (Littlejohn)—J. E. Collyer & Co.
Raphael, American ship, 1,543 (Nicholson)—C. & J. Trading Co.
Roderick Hay, German bark, 290 (Nicholson)—Jardine, Matheson & Co.
Rose, American schooner, 40 (Wilson)—W. Copeland.
Sophie, Russian brig, 330 (P. Lemascheffey)—F. Retz.
St. Ives, French bark, 542 (Froud)—Walsh, Hall
Stella, Russian schooner, 40 (Isaacs)—F. Retz. & Co.
Zephyr, British schooner, 250 (Ewart)—P. Hodnett.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Errington, Hongkong.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Hongkong.
Champion, corvette, 14 guns, Captain Russell S. G. Pasley, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Shanghai.
Curacoa, corvette, 14 guns, Captain S. Long, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Kobe.
Encounter, steam corvette, 14 guns, Captain G. Robinson, en route Manila.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Hongkong.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, en aoute Singapore.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhac, Sandakan.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Amoy.
Lily, screw gun-vessel, 3 guns, Commander Evans, Singapore.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Nagasaki.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Moorhen, gunboat, 4 guns, Lieut.-Commander J. H. Corfe, Yokohama.
Pegasus, sloop, 6 guns, Commander E. F. Day, Hongkong.
Sheldrake, gunboat, 4 guns, Lieut.-Comander M. Bridger, Shanghai.
Swift, double-screw gun-vessel, 5 guns, Commander Collins, Canton.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
V. Emanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Lieut.-Commander C. Lindsay, Hongkong.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chefoo.
Adonis, French gunboat, 5 guns, Commander Caillard, Saigon.
Africa, Russian corvette, 8 guns, Captain Alexeyeff, Singapore.
Alert, American corvette, 4 corvette, Commander Kempff, Kobe.
Ashuelot, American corvette, 6 guns, Commander H. E. Mullen, Amoy.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Manila
Elizabeth, German corvette, 15 guns, Captain Hollmann, Nagasaki.
Ermak, Russian transport, Captain Koltchau, Nagasaki.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Gravina, Spanish cruiser, Don José Quesada, Manila.
Iltis, German gunboat, 8 guns, Commander Klausa, Amoy.
Kersaint, French corvette, Commander Beaumont, Hongkong.
La Victorieuse, French frigate, 14 guns, Captain de la Batie, Hongkong.
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Nagasaki.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Japan.
Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Chefoo.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Kobe.
PLASTOON, Russian corvette, 8 guns, Captain Poliansky, en route Saigon.
Richmond, American frigate, 14 guns, Captain Skerrett, Hongkong.
Sobol, Russian gunboat, 7 gunboat, Commander Boyle, Vladivostock.
St. Petersburg, Russian transport, 6 guns, Captain Sidenener, Vladivostock.
Stosch, German corvette, 19 guns, Captain von Blanc, Amoy.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Vestnik, Russian cruiser, Commander Avelan, en route Singapore.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Japan.
Wolf, German gunboat, 4 guns, Commander Strauch, Chefoo.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Hongkong.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chên-jui, Revenue cruiser, 3 guns, Chinese, Hongkong.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.
Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Hongkong.
Chop-chung, Revenue cruiser,——Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Hongkong.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ch'en Liang Chich, Hongkong.
Hoi-tung-hung, Viceroy's gunboat, Leung Yiu-Ting, Canton.
Hua-shan, Viceroy's gunboat, 3 guns, H. J. Faunch, Canton.
Li-shê, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Canton.
Shen-chi, Revenue cruiser, 5 guns, Sau Tsung Tai, Canton.
Sui-tsing, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.
Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.
Tching-po, Viceroy's gunboat, 3 guns, Ching, Bogue Forts.
Tchun-tung, Revenue cruiser, 2 guns, Chun Ti Hu, West Coast.
Tsing-po, Viceroy's gunboat, 6 guns, A. Garcean, Canton.
Yi-hu, Viceroy's gunboat, 2 guns, Chinese, Canton.
Yu-min, Viceroy's gunboat, 3 guns, J. Yeats, Canton.

Post Office.

A MAIL WILL CLOSE

For Nagasaki and Yokohama.—Per *Bangalore*, to-day, the 7th instant, at 5 P.M.

For Swatow.—Per *Thales*, on Friday, the 9th instant, at 11.30 A.M.

For Saigon.—Per *Yangtsze*, on Friday, the 9th instant, at 5 P.M.

For Manila.—Per *Esmeralda*, on Monday, the 7th instant, at 4.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East* for 1883, which supersedes all previous editions.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE," will be despatched on TUESDAY, the 13th instant, with Mails to the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Egypt, Malta, Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE FRENCH MAIL.—DAY BEFORE DEPARTURE.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

DAY OF DEPARTURE.

7. A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until.
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

SOLDIERS' AND SAILORS' LETTERS.

1.—Privates in H.M. Army or Navy. Non-commissioned, Officers,* Bandmasters, Army Schoolmasters (not Superintending or First Class) Writers or Schoolmistresses may send half-ounce letters to the United Kingdom by mail at the rate of four cents (two-pence) each, which may be prepaid either in Imperial or in Hongkong Stamps. By private steamer the postage is two cents (one penny).

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No handkerchiefs, jewellery, &c., can be sent, even with the ends open.

5.—If from a Soldier or Sailor his class and description must be stated in full on the letter the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a Soldier or Sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

5.—Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

LETTER BOXES.

Many boxes of letters are received at the Post Office not sealed, that is to say, the box is fastened with sealing wax, but there is no impression of a *seal*.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognisable seal, and of sending a chit-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office: the omission of the former, as to whether part of them might not have been abstracted for the sake of the Postage Stamps.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents.
Post Cards, each	3 Cents.
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents.
Registration	10 Cents.
Do. with return receipt	15 Cents.

Commercial papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 Cents.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

No responsibility can be accepted in this Department for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell Stamps should especially not be regarded as able to give correct information. The Postal Guide alone, is the Standard on all points on which such information may be required.

A Pillar Box has been established at the West Point Police Station (opposite the sailors' Home), and another at the South front of the Harbour Department. The hours of clearance are as follow:—

	A.M.	P.M.	P.M.
West Point	10.00	2.00	4.15
Harbour Department	10.15	2.15	4.00
Letters arrive at the Post Office	10.30*	2.30*	4.45*

*Mails closing at the this hour will be kept open till the Messenger arrives from the Pillar Boxes.

Correspondence of all kinds posted in either box before the first clearance on mail day will be in time for the Homeward Mail.

All correspondence for Hongkong will be delivered the same day.

Residents who keep a postage account with this Office may post local correspondence in these boxes without stamps, provided the sender's name or recognised device appears on each article.

Local correspondence means that for Hongkong, Bangkok, or the Ports of China.

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